

Philip HENRICI,
...FANCY...
BAKERY
Delicacies and Restaurant.
108 & 110 Randolph St., Half Blk. East of Court House.

The Monroe
...Restaurant
118 and 120 Monroe St., near Clark.
BASEMENT...CAFETIERE
FIRST FLOOR...POPULAR PRICED RESTAURANT
SECOND FLOOR...LADIES' CAFE
Private Dining Rooms for Theater Parties and Gentlemen's Cafe.

Chicago Stock Exchange Restaurant
WASHINGTON AND LA SALLE STREETS.
Seating Capacity, 400. Open After the Theater.
95th St., Cor. Calumet Ave. Telephone So. 807.

The Grand Restaurant
Solely respectable and first-class in all of its details. Special attention paid to families. Located near the Grand boulevard, there is no better place for the best class of people to patronize.
WILLIAM GILLAM, Proprietor.
...Also Cater to Weddings, Banquets and Parties...
All Goods Strictly First-Class. The Best that the Market Affords to be Found on the Tables at All Times.

Coune's Bakeries
164-166 Madison St., and 179-181 Lake St.
ASK FOR **Coune's** VIENNA, NEW ENGLAND, COUNTY FAIR, DADDY DOLLAR, BREAD, CREAM OF MALTY.
AT ANY GROCERY.
OR
Coune's Bakeries, 164-166 Madison St., and 179-181 Lake St.

"Colonel's Inn"
Is the latest first-class OYSTER AND SHELL FISH HOUSE in the city. Conveniently located to all Street Cars, and Illinois Central Railroad.
S. E. Cor. Madison St. & Wabash Av.
"When you go by—come in." Select Orchestra in attendance evenings.

Engel's Cafe
PROFESSIONAL... RENDEZVOUS.
Corner Madison and Clark Streets.
W. M. M. BOYLE,
English Chop House Co.
17 Quincy Street, East of Postoffice.

THE CHICAGO BEAVER.
Federal, State, County and City Officials.

Federal Officials.
Collector of Customs... Martin J. Russell
Postmaster... William H. Caldwell
Collector of Internal Revenue... W. J. Mize
United States Marshal... John W. Arnold
Chief Postoffice Inspector... James B. Stuart
Sub-treasurer... John F. Phelps
Appraiser of the Port... Frank G. Horne

Railway Passenger Stations.
Dearborn Station, Police and Dearborn streets. The trains of the following roads leave this station:
Chicago and Santa Fe.
Chicago and Eastern Illinois.
Chicago and Erie.
Chicago and Grand Trunk.
Wabash.
Union Station, Canal and Adams streets. The trains of the following roads leave this station:
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Wabash.

Chicago Fire Department.
D. J. Swenie, Fire Marshal and Chief of Brigade.
John H. Muehlen, First Assistant Fire Marshal and Department Inspector.
John Campbell, Assistant Fire Marshal and Department Secretary.
James Horan, Chief of 1st Battalion.
Patrick O'Malley, Chief of 2nd Battalion.
Charles F. Seifert, Chief of 3rd Battalion.
Peter Schurr, Chief of 4th Battalion.
Charles F. Seifert, Chief of 5th Battalion.
Joseph C. Posen, Chief of 6th Battalion.
Eugene Sweeney, Chief of 7th Battalion.
James Heaney, Chief of 8th Battalion.
William H. Townsend, Chief of 9th Battalion.
David J. Mahoney, Chief of 10th Battalion.
John Fitzgerald, Chief of 11th Battalion.
Charles A. Keegan, Chief of 12th Battalion.
Frederick J. Gabriel, Chief of 13th Battalion.
Edward P. Smith, Chief of 14th Battalion.
Engine Company No. 1, 271 Fifth avenue—John A. Ahern, captain, 250 Aberdeen street; Thomas J. Dougherty, lieutenant, 124 E. Superior street; George Lealle, engineer, 178 O'Connell street.
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Engine Company No. 11, 225 Michigan street—John H. Listman, captain, 403 George street; Thomas J. Dougherty, lieutenant, 124 E. Superior street; John H. Listman, engineer, 124 E. Superior street.
Engine Company No. 12, 611 West Erie street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
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LITERARY LITTLEBITS
The Ibsen fever is about over. It was too violent to last long.
Mr. Zangwill has lately been making studies of art student life in the Latin quarter in Paris for a long novel.
In six months 75,000 copies of Hall Caine's "The Manxman" have been sold, one-third of them in the United States.
The Danish critic, Georg Brandes, has finished a work on Shakespeare, which is to be published in German in Paris.
Arthur Sherburne Hardy's novel, "Pansy Rose," illustrated by A. E. Steiner, is to be one of the holiday books of next season.
Margaret Deland, Sarah Orne Jewett and Mrs. Burton Harrison will try to settle in a Philadelphia magazine when the word "woman" and when the term "lady" should be employed.
The magazine Post Lore has entered its seventh year of existence. Nobody supposed at its birth that it would live so long, but it has survived by remaining true to its name.
Miss Katharine Pearson Woods, the author of "Metzger, Shoemaker," is writing a novel of the first century, which is to involve the question of Christianity and social reform.
The late Professor Leving's style was true to his name. It was mainly, hearty, cheerful, sympathetic and earnest. Two volumes of extracts from his sermons and addresses have just been published, and their contents are wise enough for the wisest men, yet within the comprehension of the simplest.
A critic who has read Miss Harnden's California story in manuscript says that it is so good that it could not be better. Besides going on with her novel, she intends to write three more Californian stories. "The life out here ingests me," she writes; "it is so different from anything else."
It is amusing to read that "some favorite short stories" by Miss Mary E. Wilkins are being translated into French. Perhaps it will be even more amusing to hear what French readers think of them. Indeed, there is no living writer whose work belongs to the soil of this country as hers and presents such great difficulties to the translator.
We shall know more about Honduras when Richard Harding Davis gets home again. About Jan. 15, Mr. Davis started from the eastern coast of that country to ride to Tegucigalpa, its capital. Accompanied by two friends, he made the ride on muleback, over the mountains in sixteen days. From Tegucigalpa they went on to the capital of Nicaragua, and thence to Corinto on the Pacific side (a ten days' trip), and from that point took a steamer south to Caracas, in South America, crossing the Isthmus of Panama on their way. When Mr. Davis gets home, he proposes to tell what he has seen in a series of articles.
To Reclaim the Salton Desert. The Salton area evidently is the bed of an old lake which formerly was fed from the Colorado river. It has dried up by evaporation because the channel between it and the river was closed by a series of sandbars which are not high enough to confine the river at the rare intervals of its greatest flood. These bars could be cut through with so little expense that as long as forty-five years ago the United States Government was urged to clear a channel through them and allow the lake basin to be refilled. So the idea of reclaiming the tract is not a new one, nor is the belief that the improvement will bring a welcome change of climate to the surrounding country above the lake. There is no doubt in the minds of the scientific men who have looked into the subject that it would lower the summer temperature of a vast area in the vicinity by relieving it of the desiccating air which becomes excessively heated in the sand-lined bowl of the Salton Desert, and parches and withers vegetation on the neighboring higher lands instead of supplying them with dew and fog and rain from the evaporation of its waters, as it used to do. For instance, a temperature of 120 degrees is not unusual at Yuma, which is on the Colorado river and on the border of the desert. It is much the hottest town in the United States. It is made so by the influence of the reverberatory furnace below it, and doubtless could be transformed into a pleasant place of abode for other beings than salamanders if the desert were reclaimed, as is proposed.
It should seem possible to produce in this heat-collecting valley of Salton the most valuable vegetable growths of tropical or subtropical Asia, Africa and South America. There will be as much heat as is wanted, plenty of water, and that water as it comes from the river will bear so much salt in suspension as soon to give a coating of rich mold even where the sand otherwise would assert its supremacy. So the enterprise ought to mean large profits for its promoters, as well as immense benefit to adjacent areas which may be brought under the best of cultivation. The result may be that the extreme southwest corner of the United States will become a most prosperous and attractive section, with important food relations to all the rest of the country.
The clucking hen with little chicks Can't talk, nor does she care. Yet when she is in the garden strays She teaches man to swear.—Inter Ocean.
Friend—Have you had any luck letting your house in Sundown street? House owner—Splendid luck! I've let it to no less than five families in four months.—Boston Transcript.
"Well, is your wife all ready? The train is about due." "Heavena, not there's only packed and unpacked her trunk twice."—Chicago Inter Ocean.
A great many people won't take a morning paper because they have a good newspaper.
When a man refuses to give us an advertisement, we appreciate a little politeness with it.
DENIS J. SWENIE,
Chief of the Chicago Fire Department.
Hook and Ladder Company No. 1, 271 Fifth avenue—John A. Ahern, captain, 250 Aberdeen street; Thomas J. Dougherty, lieutenant, 124 E. Superior street; George Lealle, engineer, 178 O'Connell street.
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Hook and Ladder Company No. 18, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 19, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 20, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 21, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Barlow, lieutenant, 2408 Westworth avenue.
Hook and Ladder Company No. 22, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 23, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 24, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 25, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Barlow, lieutenant, 2408 Westworth avenue.
Hook and Ladder Company No. 26, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 27, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 28, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 29, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Barlow, lieutenant, 2408 Westworth avenue.
Hook and Ladder Company No. 30, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 31, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 32, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 33, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Barlow, lieutenant, 2408 Westworth avenue.
Hook and Ladder Company No. 34, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 35, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 36, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 37, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Barlow, lieutenant, 2408 Westworth avenue.
Hook and Ladder Company No. 38, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 39, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 40, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 41, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Barlow, lieutenant, 2408 Westworth avenue.
Hook and Ladder Company No. 42, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 43, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 44, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 45, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Barlow, lieutenant, 2408 Westworth avenue.
Hook and Ladder Company No. 46, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 47, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 48, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 49, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Barlow, lieutenant, 2408 Westworth avenue.
Hook and Ladder Company No. 50, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 51, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 52, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 53, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Barlow, lieutenant, 2408 Westworth avenue.
Hook and Ladder Company No. 54, 2327 Cottage Grove avenue—John J. Evans, captain, 200 Webster avenue; William H. Townsend, lieutenant, 178 O'Connell street; George Lealle, engineer, 178 O'Connell street.
Hook and Ladder Company No. 55, 107 South Jefferson street—William Barker, captain, 20 Alexander street; John Duffy, lieutenant, 224 South Halsted street; Michael J. McDonough, engineer, 229 South LaSalle street.
Hook and Ladder Company No. 56, 143 Maxwell street—John J. Evans, captain, 403 South Paulina street; John J. Miller, lieutenant, 718 N. Dearborn street; William H. Townsend, engineer, 401 Paulina street.
Hook and Ladder Company No. 57, 1021 Archer avenue—Michael J. Driscoll, captain, 300 22d avenue; John Bar